

COUNTRY Approved For Release 2006/04/18 : CIA-RDP82-00457R014500050002-8TOPIC Airfield under Construction in SchorfheideEVALUATION see below PLACE OBTAINED 25X1DATE OF CONTENT 30 July to 29 August 1952DATE PREPARED 1 October 1952REFERENCES 25X1PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS 

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1. On 30 July 1952, the felling of trees and the uprooting of stumps still continued on the construction site of Schorfheide airfield. On 10 August,

the east-west clearing was 3 km long and 1 km wide. On 29 August, the clearing which was blocked by two barriers in the north and south was being cleared of stumps. The Vietmannsdorf-Gross Doelln road extended right through the clearing.  through the cleared area and was not stopped by the sentries. A sign reading "To the construction staff" was located at the field path on the Gross Doelln-Vietmannsdorf road which terminates in Grossvaeter. Diesel locomotives operating on a narrow-gauge field railway track hauled timber to the construction site in the clearing. The field railway extended from the western side of the clearing toward the south as far as the barrier. The new railroad line crossed Vietmannsdorf-Gross Doelln road between the southern edge of the clearing and the southern barrier.

2. On 7 August,  the construction site of Schorfheide airfield was surrounded by a barbed wire fence. The installations were allegedly camouflaged as installations of an athletic field.

3. The canal construction staff which was previously quartered in Schoenwalde-Dorf was moved to Schorfheide in early August. The staff previously worked on the Paretz-Niederneuhdorf Canal.  in its new quarters in a wood camp near Grossdoelln and learned from a German engineer that Colonel Kirk (fnu) was responsible for construction at the airfield. The population was told that athletic fields were under construction there.

4.  construction supply dump which had been erected for construction work at Schorfheide airfield  there were five temporary buildings, each about 20 meters long. Preliminary work for additional buildings was under way. Rocks of various sizes had been hauled to the western side of the construction dump and the southern border of the field. Two barriers each guarded by two Soviet soldiers were

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observed at the Grossdoelln-Vietmannsdorf road; one was at triangulation point 61.4, between Jagen (forest subareas) 161 and 193 and the other one almost at the intersection between Jagen 244 and 218. [redacted]

Two steam plows were uprooting stumps in the northern section of the clearing in the field area. Five additional steam plows were observed on the road to Vietmannsdorf between the two barriers. The Vietmannsdorf-Grünwald road was blocked at triangulation point 59.9 by a wire fence running from east to west. Individual Soviet soldiers were observed there. The fence extended as far as the lane between Jagen 222 and 223 and then southward. There were signs which indicated that work on the spur track was being done by the firm of Engineer Walter Guenther, Dresden.

5. On 22 August, [redacted]

[redacted] the airfield under construction in Schorfheide was to be the largest airfield in Eastern Germany. The number of workers was to be increased to 3,000 in 1953. About 500,000 cubic meters of earth were to be moved. Two steam locomotives would uproot about 2 stumps daily and 4-ton plows would plow the area to a depth of about 1 meter. Ten Diesel locomotives were allegedly employed for the transportation of earth. The brickyards in Zehdenick had to deliver a total of 250 million bricks in 1953. Construction was started on the bed of crushed stones for the new railroad line from Vogelsang to a point southeast of Grünwald. \*

\* [redacted] Comment. If the information on the number of laborers to be employed in 1953 and on materiel deliveries should prove correct, a particularly large airfield will be constructed in Schorfheide. For location of Jagen Nos 161, 193, 22, 23, 244 and 218, see GSGS 4414, Sheet 2947. Colonel Kirk is not known.

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